

**AMENDMENTS TO THE CLAIMS:**

The following listing of claims replaces all prior versions of the claims and all prior listings of the claims in the present application.

1-37. (Canceled)

38. (Currently amended) A pair of pneumatic motorcycle tires, comprising:

a front motorcycle tire; and

a rear motorcycle tire;

wherein each motorcycle tire comprises a tread band provided with a plurality of grooves,

wherein the tread band of the front motorcycle tire comprises:

at least one circumferential groove; and

a plurality of transverse grooves;

wherein the at least one circumferential groove extends at an equatorial plane of the front motorcycle tire within a central zone of the tread band of the front motorcycle tire,

wherein the central zone of the tread band of the front motorcycle tire extends astride the equatorial plane of the front motorcycle tire,

wherein the transverse grooves comprise axially inner ends lying within the central zone of the tread band of the front motorcycle tire,

wherein the transverse grooves alternately extend from the central zone of the tread band of the front motorcycle tire toward axially opposite shoulder zones of the tread band of the front motorcycle tire,

wherein the axially opposite shoulder zones of the tread band of the front motorcycle tire are ~~[[axial]]~~ axially external to the central zone of the tread band of the front motorcycle tire,

wherein at least some of the transverse grooves are connected to the at least one circumferential groove,

wherein the tread band of the rear motorcycle tire comprises:

an area defining a substantially null sea/land ratio within a central zone of the tread band of the rear motorcycle tire;

wherein the central zone of the tread band of the rear motorcycle tire extends astride an equatorial plane of the rear motorcycle tire, and

wherein the central zone of the tread band of the rear tire has a width greater than or equal to about 5% and less than or equal to about 30% of an axial development of the tread band of the rear motorcycle tire; and

wherein the rear motorcycle tire has a curvature ratio lower than the front motorcycle tire.

39. (Currently amended) The pair of motorcycle tires of claim 38, wherein the central zone of the tread band of the front tire has a width greater than or equal to about 10% and less than or equal to about 35% of an axial development of the tread band of the front motorcycle tire.

40. (Previously presented) The pair of motorcycle tires of claim 38, wherein the central zone of the tread band of the front motorcycle tire has a sea/land ratio greater than or equal to about 15% and less than or equal to about 30%.

41. (Previously presented) The pair of motorcycle tires of claim 38, wherein the tread band of the front motorcycle tire further comprises:

axially opposite intermediate side zones lying between the central zone and the shoulder zones;

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the front motorcycle tire, and

wherein each of the intermediate side zones has a sea/land ratio greater than or equal to about 15% and less than or equal to about 35%.

42. (Previously presented) The pair of motorcycle tires of claim 38, wherein the transverse grooves in the tread band of the front motorcycle tire are substantially curvilinear.

43. (Previously presented) The pair of motorcycle tires of claim 38, wherein the transverse grooves in the tread band of the front motorcycle tire define, with a running direction of the front motorcycle tire, a first angle greater than or equal to about 30° and less than or equal to about 60°.

44. (Previously presented) The pair of motorcycle tires of claim 42, wherein the transverse grooves in the tread band of the front motorcycle tire have a radius of curvature greater than or equal to about 40 mm and less than or equal to about 200 mm as measured from a curvature center positioned along a circumferential line bisecting each half portion of the tread band defined by the equatorial plane of the front motorcycle tire.

45. (Previously presented) The pair of motorcycle tires of claim 38, wherein the transverse grooves in the tread band of the front motorcycle tire are circumferentially distributed along the tread band in axially opposite groups comprising at least two transverse grooves.

46. (Previously presented) The pair of motorcycle tires of claim 45, wherein the axially opposite groups of transverse grooves are circumferentially staggered.

47. (Previously presented) The pair of motorcycle tires of claim 46, wherein the tread band of the front motorcycle tire further comprises:

at least one transverse groove in the tread band of the front motorcycle tire on either side of the equatorial plane of the front motorcycle tire between the axially opposite and circumferentially staggered groups of transverse grooves.

48. (Previously presented) The pair of motorcycle tires of claim 38, wherein the transverse grooves in the tread band of the front motorcycle tire are substantially parallel to one another.

49. (Previously presented) The pair of motorcycle tires of claim 38, wherein the at least one circumferential groove in the tread band of the front motorcycle tire axially crosses the equatorial plane of the front motorcycle tire in a substantially winding fashion.

50. (Previously presented) The pair of motorcycle tires of claim 49, wherein the at least one circumferential groove comprises a plurality of curvilinear segments having respective circumferentially staggered centers of curvature positioned at opposite sides of the equatorial plane of the front motorcycle tire.

51. (Previously presented) The pair of motorcycle tires of claim 50, wherein the curvilinear segments have a radius of curvature greater than or equal to about 40 mm and less than or equal to about 300 mm.

52. (Cancelled)

53. (Previously presented) The pair of motorcycle tires of claim 38, wherein the tread band of the rear motorcycle tire further comprises:

a plurality of transverse grooves alternately extending from the central zone of the tread band of the rear motorcycle tire toward axially opposite shoulder zones of the tread band of the rear motorcycle tire;

wherein the axially opposite shoulder zones of the tread band of the rear motorcycle tire are axial external to the central zone of the tread band of the rear motorcycle tire.

54. (Previously presented) The pair of motorcycle tires of claim 53, wherein the tread band of the rear motorcycle tire further comprises:

axially opposite intermediate side zones lying between the central zone and the shoulder zones,

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the rear motorcycle tire, and

wherein each of the intermediate side zones has a sea/land ratio greater than or equal to about 10% and less than or equal to about 30%.

55. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire are substantially curvilinear.

56. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire define, with a running

direction of the rear motorcycle tire, a second angle greater than or equal to about 30° and less than or equal to about 60°.

57. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire have a radius of curvature greater than or equal to about 60 mm and less than or equal to about 240 mm as measured from a curvature center positioned along a circumferential line bisecting each half portion of the tread band defined by the equatorial plane of the rear motorcycle tire.

58. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire are circumferentially distributed along the tread band of the rear motorcycle tire in axially opposite groups comprising at least two transverse grooves.

59. (Previously presented) The pair of motorcycle tires of claim 58, wherein the axially opposite groups of transverse grooves are circumferentially staggered.

60. (Previously presented) The pair of motorcycle tires of claim 59, wherein the tread band of the rear motorcycle tire further comprises:

at least one transverse groove in the tread band of the rear motorcycle tire on either side of the equatorial plane of the rear motorcycle tire between the axially opposite and circumferentially staggered groups of transverse grooves.

61. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire are substantially parallel to one another.

62. (Previously presented) The pair of motorcycle tires of claim 53, wherein at least some of the transverse grooves in the tread band of the rear motorcycle tire are circumferentially interconnected by bridging grooves.

63. (Previously presented) The pair of motorcycle tires of claim 53, wherein at least some of the transverse grooves in the tread band of the rear motorcycle tire are provided with a tapered end portion having a width progressively decreasing toward the equatorial plane of the rear motorcycle tire.

64. (Previously presented) A motorcycle with the pair of motorcycle tires of claim 38 mounted on respective front and rear wheels of the motorcycle.

65-74. (Cancelled)

75. (Previously presented) The pair of motorcycle tires of claim 38, wherein the tread band of the rear motorcycle tire further comprises:

axially opposite shoulder zones of the tread band of the rear motorcycle tire external to the central zone of the tread band of the rear motorcycle tire; and



axially opposite intermediate side zones lying between the central zone and the shoulder zones, wherein each of the intermediate side zones has a sea/land ratio of about 10% to about 30%.

76. (New) A pair of pneumatic motorcycle tires, comprising:  
a front motorcycle tire; and  
a rear motorcycle tire;  
wherein each motorcycle tire comprises a tread band provided with a plurality of grooves,  
wherein the tread band of the front motorcycle tire comprises:  
at least one circumferential groove; and  
a plurality of transverse grooves;  
wherein the at least one circumferential groove extends at an equatorial plane of the front motorcycle tire within a central zone of the tread band of the front motorcycle tire,  
wherein the at least one circumferential groove axially crosses the equatorial plane of the front motorcycle tire in a substantially winding fashion,  
wherein the at least one circumferential groove comprises a plurality of curvilinear segments having respective circumferentially staggered centers of curvature positioned at opposite sides of the equatorial plane of the front motorcycle tire,  
wherein the curvilinear segments have a radius of curvature greater than or equal to about 60 mm and less than or equal to about 180 mm,

wherein the central zone of the tread band of the front motorcycle tire extends  
astride the equatorial plane of the front motorcycle tire,

wherein the central zone of the tread band of the front motorcycle tire has a width  
greater than or equal to about 10% and less than or equal to about 25% of an axial  
development of the tread band of the front motorcycle tire,

wherein the transverse grooves comprise axially inner ends lying within the  
central zone of the tread band of the front motorcycle tire,

wherein the transverse grooves alternately extend from the central zone of the  
tread band of the front motorcycle tire toward axially opposite shoulder zones of the  
tread band of the front motorcycle tire,

wherein the transverse grooves define, with a running direction of the front  
motorcycle tire, a first angle greater than or equal to about 30° and less than or equal to  
about 60° as measured upstream of the transverse grooves,

wherein the axially opposite shoulder zones of the tread band of the front  
motorcycle tire are axially external to the central zone of the tread band of the front  
motorcycle tire,

wherein at least some of the transverse grooves are connected to the at least  
one circumferential groove,

wherein the tread band of the rear motorcycle tire comprises:

an area defining a substantially null sea/land ratio within a central zone of  
the tread band of the rear motorcycle tire;

wherein the central zone of the tread band of the rear motorcycle tire extends  
astride an equatorial plane of the rear motorcycle tire,

wherein the central zone of the tread band of the rear tire has a width greater than or equal to about 5% and less than or equal to about 30% of an axial development of the tread band of the rear motorcycle tire; and

wherein the rear motorcycle tire has a curvature ratio lower than the front motorcycle tire.

77. (New) The pair of motorcycle tires of claim 76, wherein the central zone of the tread band of the front motorcycle tire has a sea/land ratio greater than or equal to about 15% and less than or equal to about 30%.

78. (New) The pair of motorcycle tires of claim 76, wherein the tread band of the front motorcycle tire further comprises:

axially opposite intermediate side zones lying between the central zone and the shoulder zones;

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the front motorcycle tire, and

wherein each of the intermediate side zones has a sea/land ratio greater than or equal to about 15% and less than or equal to about 35%.

79. (New) The pair of motorcycle tires of claim 76, wherein the transverse grooves in the tread band of the front motorcycle tire are substantially curvilinear.

80. (New) The pair of motorcycle tires of claim 79, wherein the transverse grooves in the tread band of the front motorcycle tire have a radius of curvature greater than or equal to about 40 mm and less than or equal to about 200 mm as measured from a curvature center positioned along a circumferential line bisecting each half portion of the tread band defined by the equatorial plane of the front motorcycle tire.

81. (New) The pair of motorcycle tires of claim 76, wherein the transverse grooves in the tread band of the front motorcycle tire are circumferentially distributed along the tread band in axially opposite groups comprising at least two transverse grooves.

82. (New) The pair of motorcycle tires of claim 81, wherein the axially opposite groups of transverse grooves are circumferentially staggered.

83. (New) The pair of motorcycle tires of claim 82, wherein the tread band of the front motorcycle tire further comprises:

at least one transverse groove in the tread band of the front motorcycle tire on either side of the equatorial plane of the front motorcycle tire between the axially opposite and circumferentially staggered groups of transverse grooves.

84. (New) The pair of motorcycle tires of claim 76, wherein the transverse grooves in the tread band of the front motorcycle tire are substantially parallel to one another.

85. (New) The pair of motorcycle tires of claim 76, wherein the tread band of the rear motorcycle tire further comprises:

a plurality of transverse grooves alternately extending from the central zone of the tread band of the rear motorcycle tire toward axially opposite shoulder zones of the tread band of the rear motorcycle tire;

wherein the axially opposite shoulder zones of the tread band of the rear motorcycle tire are axial external to the central zone of the tread band of the rear motorcycle tire.

86. (New) The pair of motorcycle tires of claim 85, wherein the tread band of the rear motorcycle tire further comprises:

axially opposite intermediate side zones lying between the central zone and the shoulder zones,

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the rear motorcycle tire, and

wherein each of the intermediate side zones has a sea/land ratio greater than or equal to about 10% and less than or equal to about 30%.

87. (New) The pair of motorcycle tires of claim 85, wherein the transverse grooves in the tread band of the rear motorcycle tire are substantially curvilinear.

88. (New) The pair of motorcycle tires of claim 85, wherein the transverse grooves in the tread band of the rear motorcycle tire define, with a running direction of the rear motorcycle tire, a second angle greater than or equal to about 30° and less than or equal to about 60°.

89. (New) The pair of motorcycle tires of claim 85, wherein the transverse grooves in the tread band of the rear motorcycle tire have a radius of curvature greater than or equal to about 60 mm and less than or equal to about 240 mm as measured from a curvature center positioned along a circumferential line bisecting each half portion of the tread band defined by the equatorial plane of the rear motorcycle tire.

90. (New) The pair of motorcycle tires of claim 85, wherein the transverse grooves in the tread band of the rear motorcycle tire are circumferentially distributed along the tread band of the rear motorcycle tire in axially opposite groups comprising at least two transverse grooves.

91. (New) The pair of motorcycle tires of claim 90, wherein the axially opposite groups of transverse grooves are circumferentially staggered.

92. (New) The pair of motorcycle tires of claim 91, wherein the tread band of the rear motorcycle tire further comprises:

at least one transverse groove in the tread band of the rear motorcycle tire on either side of the equatorial plane of the rear motorcycle tire between the axially opposite and circumferentially staggered groups of transverse grooves.

93. (New) The pair of motorcycle tires of claim 85, wherein the transverse grooves in the tread band of the rear motorcycle tire are substantially parallel to one another.

94. (New) The pair of motorcycle tires of claim 85, wherein at least some of the transverse grooves in the tread band of the rear motorcycle tire are circumferentially interconnected by bridging grooves.

95. (New) The pair of motorcycle tires of claim 85, wherein at least some of the transverse grooves in the tread band of the rear motorcycle tire are provided with a tapered end portion having a width progressively decreasing toward the equatorial plane of the rear motorcycle tire.

96. (New) A motorcycle with the pair of motorcycle tires of claim 76 mounted on respective front and rear wheels of the motorcycle.

97. (New) A pair of pneumatic motorcycle tires, comprising:

- a front motorcycle tire; and
- a rear motorcycle tire;

wherein each motorcycle tire comprises a tread band provided with a plurality of grooves,

wherein the tread band of the front motorcycle tire comprises:

- at least one circumferential groove; and
- a plurality of transverse grooves;

wherein the at least one circumferential groove extends at an equatorial plane of the front motorcycle tire within a central zone of the tread band of the front motorcycle tire,

wherein the central zone of the tread band of the front motorcycle tire extends astride the equatorial plane of the front motorcycle tire,

wherein the transverse grooves comprise axially inner ends lying within the central zone of the tread band of the front motorcycle tire,

wherein the transverse grooves alternately extend from the central zone of the tread band of the front motorcycle tire toward axially opposite shoulder zones of the tread band of the front motorcycle tire,

wherein the transverse grooves in the tread band of the front motorcycle tire are circumferentially distributed along the tread band in axially opposite groups comprising at least two transverse grooves,

wherein the axially opposite groups of transverse grooves are circumferentially staggered,



wherein the tread band of the front motorcycle tire further comprises at least one transverse groove in the tread band of the motorcycle tire on either side of the equatorial plane of the front motorcycle tire between the axially opposite and circumferentially staggered groups of transverse grooves,

wherein the transverse grooves define, with a running direction of the front motorcycle tire, a first angle greater than or equal to about  $30^\circ$  and less than or equal to about  $60^\circ$  as measured upstream of the transverse grooves,

wherein the axially opposite shoulder zones of the tread band of the front motorcycle tire are axially external to the central zone of the tread band of the front motorcycle tire,

wherein at least some of the transverse grooves are connected to the at least one circumferential groove,

wherein the tread band of the rear motorcycle tire comprises:

an area defining a substantially null sea/land ratio within a central zone of the tread band of the rear motorcycle tire;

wherein the central zone of the tread band of the rear motorcycle tire extends astride an equatorial plane of the rear motorcycle tire,

wherein the central zone of the tread band of the rear tire has a width greater than or equal to about 5% and less than or equal to about 30% of an axial development of the tread band of the rear motorcycle tire; and

wherein the rear motorcycle tire has a curvature ratio lower than the front motorcycle tire.

98. (New) The pair of motorcycle tires of claim 97, wherein the central zone of the tread band of the front tire has a width greater than or equal to about 10% and less than or equal to about 35% of an axial development of the tread band of the front motorcycle tire.

99. (New) The pair of motorcycle tires of claim 97, wherein the central zone of the tread band of the front motorcycle tire has a sea/land ratio greater than or equal to about 15% and less than or equal to about 30%.

100. (New) The pair of motorcycle tires of claim 97, wherein the tread band of the front motorcycle tire further comprises:

axially opposite intermediate side zones lying between the central zone and the shoulder zones;

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the front motorcycle tire, and

wherein each of the intermediate side zones has a sea/land ratio greater than or equal to about 15% and less than or equal to about 35%.

101. (New) The pair of motorcycle tires of claim 97, wherein the transverse grooves in the tread band of the front motorcycle tire are substantially curvilinear.

102. (New) The pair of motorcycle tires of claim 101, wherein the transverse grooves in the tread band of the front motorcycle tire have a radius of curvature greater than or equal to about 40 mm and less than or equal to about 200 mm as measured from a curvature center positioned along a circumferential line bisecting each half portion of the tread band defined by the equatorial plane of the front motorcycle tire.

103. (New) The pair of motorcycle tires of claim 97, wherein the transverse grooves in the tread band of the front motorcycle tire are substantially parallel to one another.

104. (New) The pair of motorcycle tires of claim 97, wherein the at least one circumferential groove in the tread band of the front motorcycle tire axially crosses the equatorial plane of the front motorcycle tire in a substantially winding fashion.

105. (New) The pair of motorcycle tires of claim 104, wherein the at least one circumferential groove comprises a plurality of curvilinear segments having respective circumferentially staggered centers of curvature positioned at opposite sides of the equatorial plane of the front motorcycle tire.

106. (New) The pair of motorcycle tires of claim 105, wherein the curvilinear segments have a radius of curvature greater than or equal to about 40 mm and less than or equal to about 300 mm.

107. (New) The pair of motorcycle tires of claim 97, wherein the tread band of the rear motorcycle tire further comprises:

a plurality of transverse grooves alternately extending from the central zone of the tread band of the rear motorcycle tire toward axially opposite shoulder zones of the tread band of the rear motorcycle tire;

wherein the axially opposite shoulder zones of the tread band of the rear motorcycle tire are axial external to the central zone of the tread band of the rear motorcycle tire.

108. (New) The pair of motorcycle tires of claim 107, wherein the tread band of the rear motorcycle tire further comprises:

axially opposite intermediate side zones lying between the central zone and the shoulder zones,

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the rear motorcycle tire, and

wherein each of the intermediate side zones has a sea/land ratio greater than or equal to about 10% and less than or equal to about 30%.

109. (New) The pair of motorcycle tires of claim 107, wherein the transverse grooves in the tread band of the rear motorcycle tire are substantially curvilinear.

110. (New) The pair of motorcycle tires of claim 107, wherein the transverse grooves in the tread band of the rear motorcycle tire define, with a running direction of the rear motorcycle tire, a second angle greater than or equal to about 30° and less than or equal to about 60°.

111. (New) The pair of motorcycle tires of claim 107, wherein the transverse grooves in the tread band of the rear motorcycle tire have a radius of curvature greater than or equal to about 60 mm and less than or equal to about 240 mm as measured from a curvature center positioned along a circumferential line bisecting each half portion of the tread band defined by the equatorial plane of the rear motorcycle tire.

112. (New) The pair of motorcycle tires of claim 107, wherein the transverse grooves in the tread band of the rear motorcycle tire are circumferentially distributed along the tread band of the rear motorcycle tire in axially opposite groups comprising at least two transverse grooves.

113. (New) The pair of motorcycle tires of claim 112, wherein the axially opposite groups of transverse grooves are circumferentially staggered.

114. (New) The pair of motorcycle tires of claim 113, wherein the tread band of the rear motorcycle tire further comprises:

at least one transverse groove in the tread band of the rear motorcycle tire on either side of the equatorial plane of the rear motorcycle tire between the axially opposite and circumferentially staggered groups of transverse grooves.

115. (New) The pair of motorcycle tires of claim 107, wherein the transverse grooves in the tread band of the rear motorcycle tire are substantially parallel to one another.

116. (New) The pair of motorcycle tires of claim 107, wherein at least some of the transverse grooves in the tread band of the rear motorcycle tire are circumferentially interconnected by bridging grooves.

117. (New) The pair of motorcycle tires of claim 107, wherein at least some of the transverse grooves in the tread band of the rear motorcycle tire are provided with a tapered end portion having a width progressively decreasing toward the equatorial plane of the rear motorcycle tire.

118. (New) A motorcycle with the pair of motorcycle tires of claim 97 mounted on respective front and rear wheels of the motorcycle.

119. (New) A pair of pneumatic motorcycle tires, comprising:  
a front motorcycle tire; and  
a rear motorcycle tire;

wherein each motorcycle tire comprises a tread band provided with a plurality of grooves,

wherein the tread band of the front motorcycle tire comprises:

at least one circumferential groove; and

a plurality of transverse grooves;

wherein the at least one circumferential groove extends at an equatorial plane of the front motorcycle tire within a central zone of the tread band of the front motorcycle tire,

wherein the at least one circumferential groove axially crosses the equatorial plane of the front motorcycle tire in a substantially winding fashion,

wherein the at least one circumferential groove comprises a plurality of curvilinear segments having respective circumferentially staggered centers of curvature positioned at opposite sides of the equatorial plane of the front motorcycle tire,

wherein the curvilinear segments have a radius of curvature greater than or equal to about 60 mm and less than or equal to about 180 mm,

wherein the central zone of the tread band of the front motorcycle tire extends astride the equatorial plane of the front motorcycle tire, and the central zone of the tread band of the front motorcycle tire has a width greater than or equal to about 10% and less than or equal to about 25% of an axial development of the tread band of the front motorcycle tire,

wherein the transverse grooves comprise axially inner ends lying within the central zone of the tread band of the front motorcycle tire,

wherein the transverse grooves alternately extend from the central zone of the tread band of the front motorcycle tire toward axially opposite shoulder zones of the tread band of the front motorcycle tire,

wherein the transverse grooves define, with a running direction of the front motorcycle tire, a first angle greater than or equal to about 30° and less than or equal to about 60° as measured upstream of the transverse grooves,

wherein the axially opposite shoulder zones of the tread band of the front motorcycle tire are axially external to the central zone of the tread band of the front motorcycle tire, and

wherein at least some of the transverse grooves are connected to the at least one circumferential groove.

120. (New) The pair of motorcycle tires of claim 119, wherein:

the tread band of the rear motorcycle tire comprises:

an area defining a substantially null sea/land ratio within a central zone of the tread band of the rear motorcycle tire;

the central zone of the tread band of the rear motorcycle tire extends astride an equatorial plane of the rear motorcycle tire,

the central zone of the tread band of the rear tire has a width greater than or equal to about 5% and less than or equal to about 30% of an axial development of the tread band of the rear motorcycle tire; and

the rear motorcycle tire has a curvature ratio lower than the front motorcycle tire.



121. (New) A pair of pneumatic motorcycle tires, comprising:

a front motorcycle tire; and

a rear motorcycle tire;

wherein each motorcycle tire comprises a tread band provided with a plurality of grooves,

wherein the tread band of the front motorcycle tire comprises:

at least one circumferential groove; and

a plurality of transverse grooves;

wherein the at least one circumferential groove extends at an equatorial plane of the front motorcycle tire within a central zone of the tread band of the front motorcycle tire,

wherein the central zone of the tread band of the front motorcycle tire extends astride the equatorial plane of the front motorcycle tire,

wherein the transverse grooves comprise axially inner ends lying within the central zone of the tread band of the front motorcycle tire,

wherein the transverse grooves alternately extend from the central zone of the tread band of the front motorcycle tire toward axially opposite shoulder zones of the tread band of the front motorcycle tire,

wherein the transverse grooves in the tread band of the front motorcycle tire are circumferentially distributed along the tread band in axially opposite groups comprising at least two transverse grooves,

wherein the axially opposite groups of transverse grooves are circumferentially staggered,

wherein the tread band of the front motorcycle tire further comprises at least one transverse groove in the tread band of the motorcycle tire on either side of the equatorial plane of the front motorcycle tire between the axially opposite and circumferentially staggered groups of transverse grooves,

wherein the transverse grooves define, with a running direction of the front motorcycle tire, a first angle greater than or equal to about  $30^{\circ}$  and less than or equal to about  $60^{\circ}$  as measured upstream of the transverse grooves,

wherein the axially opposite shoulder zones of the tread band of the front motorcycle tire are axially external to the central zone of the tread band of the front motorcycle tire, and

wherein at least some of the transverse grooves are connected to the at least one circumferential groove.

122. (New) The pair of motorcycle tires of claim 121, wherein:

the tread band of the rear motorcycle tire comprises:

an area defining a substantially null sea/land ratio within a central zone of the tread band of the rear motorcycle tire;

the central zone of the tread band of the rear motorcycle tire extends astride an equatorial plane of the rear motorcycle tire, and

the central zone of the tread band of the rear tire has a width greater than or equal to about 5% and less than or equal to about 30% of an axial development of the tread band of the rear motorcycle tire; and

the rear motorcycle tire has a curvature ratio lower than the front motorcycle tire.